

IN THE CLAIMS:

Please amend claims 1 and 3 as shown below, in which deleted terms are shown with strikethrough and added terms are shown with underscoring. Please cancel claims 4, 10 and 11 without prejudice, and without dedication or abandonment of the subject matter thereof. Please add new claims 16-20 as shown below.

1. (Currently Amended) An air bag in a folded state housed in an instrumental panel, the air bag ~~inflates~~ inflating by an inflator when a vehicle is crashed, the air bag comprising:

an opening portion into which a gas generated by the inflator flows;
a gas flow path portion extending continuously from the opening portion; and
an occupant restraint portion extending continuously from the gas flow path portion,
wherein the gas flows from the opening portion to the occupant restraint portion
through the gas flow path portion, and
wherein the gas flow path portion has at least one penetrating portion is located
within the air bag extending therethrough.

2. (Previously amended) The air bag according to claim 1, wherein the
penetrating portion divides said gas flow path portion into two or more flow paths for flowing
the gas from the opening portion to the occupant restraint portion through the gas flow path
portion.

3. (Currently amended) An air bag in a folded state housed in an instrumental
panel, the air bag ~~inflates~~ inflating by an inflator when a vehicle is crashed, the air bag
comprising:

an opening portion into which a gas generated by the inflator flows;
a gas flow path portion extending continuously from the opening portion; and
an occupant restraint portion, wherein
the gas flows from the opening portion to the occupant restraint portion through the
gas flow path portion, and
at least one joint portion is located within the air bag, the joint portion dividing the

gas flow path portion into two or more paths for flowing the gas from the opening portion to the occupant restraint portion through the gas flow path portion.

4. (Cancelled)

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5. (Previously amended) The air bag according to claim 3, wherein the joint portion is formed by partially sewing parts of the gas flow path portion together.

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6. (Original) The air bag according to claim 1, including a plurality of said penetrating portions.

7. (Original) The air bag according to claim 1, wherein said penetrating portion reduces an opening area of said gas flow path portion.

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8. (Original) The air bag according to claim 6, wherein said penetrating portions reduce an opening area of said gas flow path portion.

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9. (Original) The air bag according to claim 6, wherein the penetrating portions divide said gas flow path portion into multiple flow paths for flowing the gas from the opening portion to the occupant restraint portion through the gas flow path portion.

10, 11. (Cancelled)

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12. (Original) The air bag according to claim 3, including a plurality of said joint portions.

13. (Original) The air bag according to claim 3, wherein said joint portion reduces an opening area of said gas flow path portion.

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14. (Original) The air bag according to claim 12, wherein said joint portions reduce an opening area of said gas flow path portion.

15. (Original) The air bag according to claim 12, wherein the joint portions divide



B1 said gas flow path portion into multiple flow paths for flowing the gas from the opening portion to the occupant restraint portion through the gas flow path portion.

B2 5 16. (New) The air bag according to claim 1, wherein the penetrating portion is sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented.

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17. (New) An air bag in a folded state housed in an instrumental panel, the air bag inflatable by an inflator when a vehicle is crashed, the air bag comprising:
an opening portion into which a gas generated by the inflator flows;
a gas flow path portion attached to the opening portion; and
an occupant restraint portion attached to the gas flow path portion,
wherein the gas flows from the opening portion to the occupant restraint portion through the gas flow path portion, and

wherein the air bag has at least one penetrating portion extending therethrough, said penetrating portion being sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented.

18. (New) The air bag according to claim 18, wherein the penetrating portion extends through said gas flow path portion of said air bag and restricts the volume of air that can flow therethrough.

19. (New) The air bag according to claim 3, wherein the joint portion reduces a volume of said air bag.

20. (New) The air bag according to claim 3, wherein the joint portion connects opposing sections of the gas flow portion of said air bag, whereby the area opening of the gas flow path portion is reduced.